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VOL. XXIII

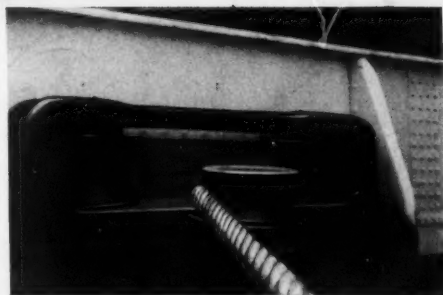
Registered U. S. Patent Office
NOVEMBER, 1942

NO. 10



**"A Rolling Chock
at the Stern is a
Great Rope Saver,"
says Cap'n Mark**

"OF course, a rolling chock that doesn't roll will chafe rope like any other chock," says Cap'n Mark. "But it will also save a lot of wear if it rolls properly. So be sure the Carpenter's Mate oils the chock every time he oils the capstan. And be sure he keeps the chock free from rust."



"Your Manila lines will last a lot longer that way, and you'll get better service from ropes of other fibres when you have to come to them."

● Keep your Rolling Chocks free from rust —nothing will destroy rope fibres faster.

"Remember, Uncle Sam has earmarked all available Manila rope and Manila fibre for war use. So handle the rope you have carefully and make it last. Always shift your mooring lines to opposite 'Niggerheads' between moorings. Avoid leads that are not fair as far as possible. And never put strain on a kinked rope. A little care will save a lot of wear."

Send for Cap'n Mark's free booklet entitled: "Hints on Conserving Rope." It not only contains helpful information needed by every rope user but also shows the insignia of the Army, Navy and Marines.

Columbian

Columbian Rope is made from the finest fibre. Give it the care it deserves.

ROPE

COLUMBIAN ROPE COMPANY, AUBURN, "The Cordage City," N. Y.

Boston Office and Warehouse

28 Commercial Wharf

GOOD

for a long life
of hard work



Buy today with your weather-eye on tomorrow . . . insist on longer-lived Willard Batteries! Built to meet U. S. Maritime Commission Specifications and Willard's own high QUALITY standards, Willard Marine Batteries are available in types specially designed for the following applications:

Alarm Systems, Auxiliary Light and Power, Communicating Systems, Diesel Engine Starting, Direction Finders, Engine Starting and Ignition, Fire and Smoke Detectors, Radio Telephones and other Marine Applications.

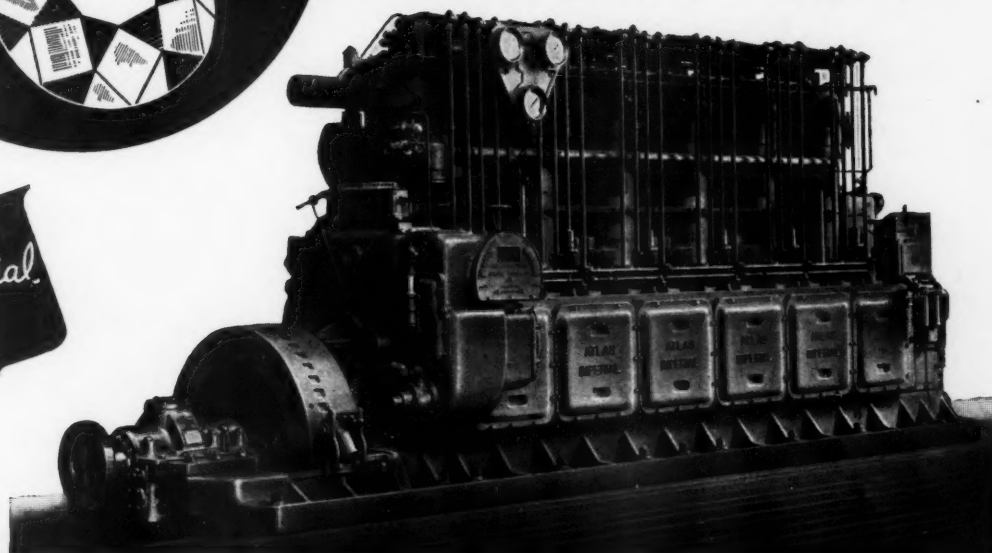
Furnished in "Safety-Fill" and Non-Surge constructions. Write today for complete information.

Willard

MARINE
BATTERIES

have the power to carry on!

WILLARD STORAGE BATTERY CO. • CLEVELAND • LOS ANGELES • DALLAS • TORONTO



If you owned a ten karat diamond, it would be one of your prize possessions. You would keep it in a safe place. You would have it insured against loss, and even so, you would defend it with your life. These are just the ordinary things you would do . . . knowing full well that the object of your concern is replaceable.

Your Atlas Diesel today is more precious than diamonds. It is made of scarce, critical materials . . . some of which are almost worth their weight in gold. Many of its parts are either irreplaceable, or procurable only on the highest priority. A new engine is beyond the reach of anyone not directly concerned in national defense.

If you own an Atlas Diesel today . . . you're lucky. Give it even more thought and care than you would bestow upon a precious gem.

ATLAS IMPERIAL DIESEL ENGINE CO.
OAKLAND · CALIFORNIA

NORTHWESTERN DIVISION
EASTERN DIVISION
CENTRAL DIVISION
SOUTHWESTERN DIVISION

69 COLUMBIA STREET, SEATTLE, WASH.
115 BROAD STREET, NEW YORK, N. Y.
228 NORTH LA SALLE STREET, CHICAGO, ILL.
572A NAVIGATION BOULEVARD, HOUSTON, TEX.

BOSTON

This advertisement was issued Jan. 5, 1941.

Most of these vessels are now in Navy Service and so are we.

We are still building trawl winches for Fishermen, however, and invite you to come and see us.

NEW ENGLAND TRAWLER EQUIPMENT CO.
301 Eastern Ave.
Chelsea, Mass.

5. 1941

This must mean something!

For the profit of a schooner J. Alphonse, stock of \$4320 for each of our all-time records as a money maker in the history of the Gloucester fisheries. Highline catch, however, was by the Corinthian, Capt. Jerome Noble, who brought in 3,923,875 pounds in 29 trips.

There were other big stocks and shares among the draggers. The Elvira Gaspar, Capt. Joaquim Gaspar, made \$87,000, but shared a little less than the Boudreau with \$4100; the Corinthian, Capt. Jerome Noble, \$69,593, shared \$2905; Evalina M. Goulart, Capt. Manuel Goulart, \$65,000 and share \$3300; Olivia Brown, Capt. Frank Brown, \$64,000 and shared \$3100; Magellan, Capt. Joe Rose, \$60,000 and shared \$3300; Superior, Capt. Dahlmer, Doris F. Amero, Capt. Nels Amero, Donald Amirault, Capt. Bradford Amirault. The redfish is caught along both shores of the North Atlantic and most of the fish coming in here is taken on the banks off the Nova Scotia coast. It comes from a family of which there are over 100 species. The Latin name for the species most common is *Sebastes Marinus* and it is found from the Arctic to the deep water off the Jersey coast.—By R. L. Parsons.

Name

Winch

Model

Installed

Sch. "Edith L. Boudreau"	New England	BDH	1940
Sch. "Corinthian"	New England	BDH	1938
Sch. "Elvira Gaspar"	New England	BDH	1939
Sch. "Evelina M. Goulart"	New England	C	1928
Sch. "Olivia Brown"	New England	C	1928
Sch. "Magellan"	New England	C	1929
Sch. "Superior"	Another manufacturer.		
Sch. "Doris F. Amero"	New England	C	1928
Sch. "Donald Amero"	New England	D	1929

THE FACT THAT EIGHT OUT OF NINE HIGH-LINERS HAVE "NEW ENGLAND" WINCHES IS NO ACCIDENT.

The first "New England" winch built is still in service although now 15 years old. Five winches out of the above eight are over 10 years old, and some are of a type we no longer build.

There are 15 New England models ranging from 300 fm. 1/2" to 900 fm. 7/8" wire per drum, including sprocket, worm-gear, spur gear, spur and bevel gear, and straight bevel gear drive, both friction drums and jaw-clutches with vertical shaft, horizontal shaft, or chain connections to electric motor, independent Diesel, or main Diesel engine.



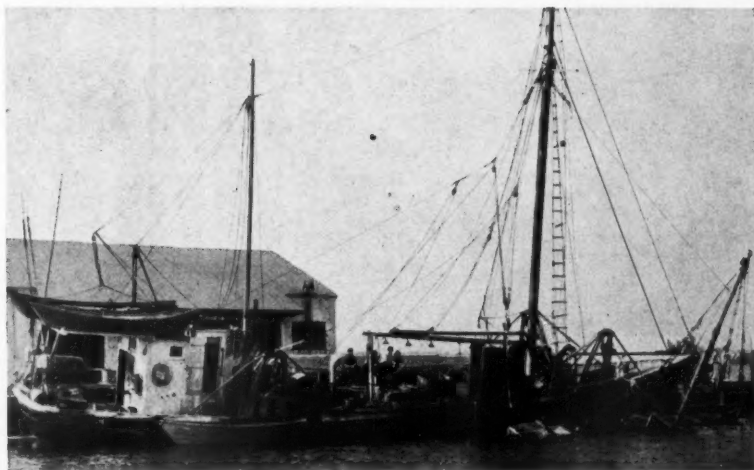
The choice of high-liners for 15 years!



NEW ENGLAND
TRAWLER EQUIPMENT CO.

EASTERN AVE.
CHELSEA
MASS.

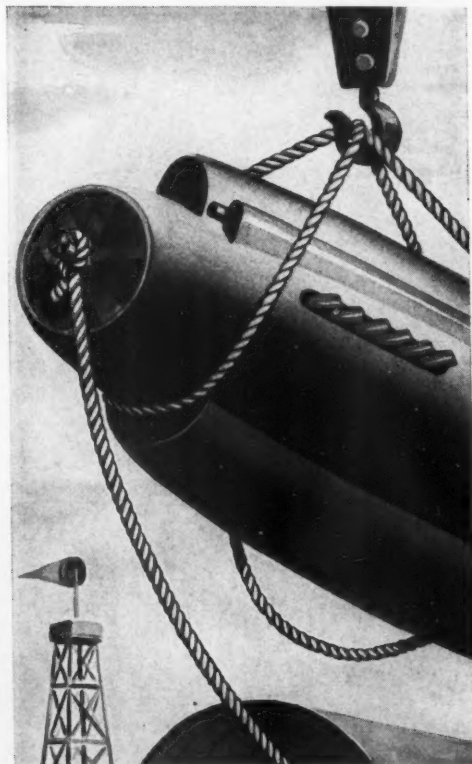
Salvaged by Wolverine Power



At Homer's Wharf, New Bedford, the "Palestine", commanded by Capt. Edward Sanchez, is shown above with the "Alice May" which she towed in from Buzzards Bay after 8 hours' salvage work. One cable was passed under the stern and another was made fast well down on the mast. The boat was raised until the top of the deck house was above water, and then strapped to the starboard side of the "Palestine", powered with a 5 cyl., 9 $\frac{1}{4}$ "x14" Wolverine Diesel.

WOLVERINE MOTOR WORKS, INC.

Union Avenue, Bridgeport, Conn.



Rope too is important!

Rope must be dependable, tough and long lasting to fulfill the jobs expected of it.

"TOPSALL" treated sisal is backed by over a century of rope manufacturing. It is made from the finest selected fibres, lubricated and treated by the same exclusive process employed in making "NEW BEDFORD" Manila. It's tough, pliable, non-kinking, long lasting and resistant to rot and decay.

NEW BEDFORD CORDAGE CO.

Established in 1842

GENERAL OFFICES - 233 BROADWAY, NEW YORK

31 St. James Avenue, Boston

MILLS: NEW BEDFORD, MASS.

TAKE CARE OF YOUR DIESEL

★ ★ ★ Many parts of your Diesel are manufactured of critical materials—materials that are most difficult to obtain even with the highest of priorities. Therefore now, as never before, the full efficiency of your Diesel should be maintained by proper care and attention. Lessened power, lost time and wasted money are the least of the inevitable results of laxness in engine maintenance.

Superior Diesels, sturdy and rugged as they are, nevertheless require regular attention—just as any other precision machinery. In order that you may obtain the full measure of service they were designed to deliver, and at the same time help us to conserve the vital materials necessary to replace parts needlessly broken or worn out, we ask that you:

1. Avoid continuous overloads.
2. Use only clean fuel and high quality lubricants.
3. Keep all filters clean.
4. Replace worn or stuck piston rings at once.
5. Grind valves and check clearances regularly.
6. Maintain proper clearances of main and connecting rod bearings.

SUPERIOR ENGINE DIVISION

THE NATIONAL SUPPLY COMPANY

SALES OFFICES: Springfield, Ohio; Philadelphia, Penna.; New York, N. Y.; Los Angeles, Calif.; Chicago, Ill.; Jacksonville, Fla.; Houston, Texas; Fort Worth, Texas; Tulsa, Okla.; Boston, Mass.

FACTORY: Springfield, Ohio

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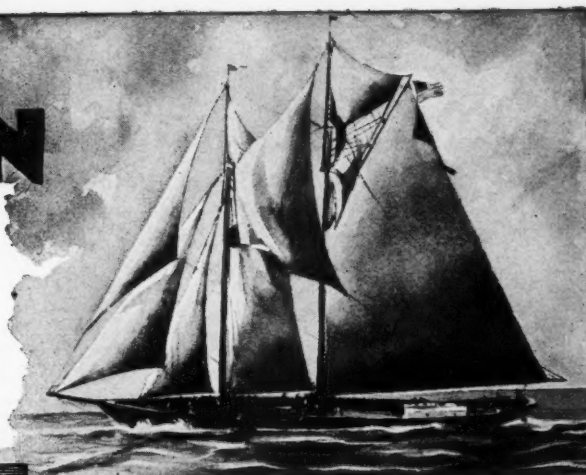
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Covering the Production and Processing of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



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New Priorities Assure Boat and Plant Operation

RECENT action by the War Production Board in granting higher preference ratings to the fishing industry, assures the industry of being able to maintain and operate all of its existing facilities at full capacity.

Following is a brief analysis of the latest information covering both boat and shore operations. Directions are given for securing proper ratings for various circumstances.

Vessel Repairs and Maintenance

Specific Job on Designated Boat—Priority PD-3A form is now available for specific use, where the name of the boat to be repaired is given and the repair parts and supplies are listed. A rating as high as AA-2X can be secured by use of this blank regardless of amount of expenditure involved. The applicant must be a boat owner, and this form is not to be used by a supplier except as the owner extends his rating to the supplier to enable him to assemble the equipment ordered.

Unlisted Materials up to \$500—The provisions of PD-3A form have been modified so that a boat owner may use it to secure a blanket priority rating of AA-2X on unidentified materials for an unspecified boat up to the value of \$500.

The filing of one PD-3A form does not prevent an applicant from using as many subsequent forms, at any time, as may be necessary to keep him in supply. All material received under each PD-3A application must be used within 90 days.

Branch offices of the WPB, Priorities Division, such as the one in Boston, are now acting on the PD-3A forms, which eliminates the need of forwarding them to Washington, thus providing quicker service.

Building An Inventory—Form PD-300 is provided for buying critical materials for the purpose of building an inventory in order to fill emergency needs from stock on hand. It is available for fleet owners and operators, marine supply houses, machine shops, boat yards, etc. By using this form, ratings as high as A-1-A can be secured.

Only those people who have been approved by the Priority Section, Production Division of the Maritime Commission, Washington, D. C., can use this form PD-300, and these forms must be secured from Washington.

PD-300 can be used only when ordering materials from one supplier, but does apply to assorted items from this one supplier. It is necessary to execute separate PD-300 forms for each supplier from whom the purchaser wishes to secure his assortment of materials.

PD-300 provides that in emergencies the applicant may telegraph his needs and thus secure a satisfactory rating within an hour or two.

PD-3A and PD-300 forms are limited to fishing boat operation and other maritime industries.

Plant Maintenance and Operation

Preference rating order P-115, which has heretofore related only to fruit and vegetable packers, has been amended to include fish packers, and to give higher ratings for all groups.

This order covers the maintenance and operation of plants canning or packing fresh and frozen fish and shellfish.

Emergency Repairs—For delivery of material required for emergency maintenance or repair to avert spoilage of fish because of an actual breakdown or suspension of operations, a preference rating of AA-2X is assigned. To get the supplies it is necessary only to place the following clause on the purchase order: "Material for maintenance, repair or operating supplies—Rating AA-2X under Preference Rating Order P-115 as amended Oct. 27, 1942, with the terms of which I am familiar".

Upon placing the order, telegraph WPB, Food Branch, Washington, D. C., Ref: P-115, describing need for application, materials ordered, name of supplier and invoice cost of each item.

Normal Repairs—To obtain deliveries of material required for normal repair, maintenance or operation, place the same clause given under emergency repairs, but substitute the preference rating AA-5 for AA-2X.

This order covers banding wire, nails, boxes, paper, etc., but does not include metal containers, fuel or office supplies.

On the 10th of each month, copies of all purchase orders on which preference ratings of AA-2X or AA-5 have been applied during the previous month, must be filed with the WPB.

Replacements—Preference rating AA-3 is assigned to materials required for replacement or for more efficient operation. Excluded, however, are deliveries of materials for the construction of new buildings or for the establishment of new plants and new production lines.

It is not possible to apply the Preference rating of AA-3 on orders for replacements until authorization is obtained from the WPB Director General for Operations. To get this, application may be made on Form PD-285, giving information as to material needed and nature of proposed replacement. For any emergency, the data requested for Form PD-285 may be telegraphed. Handled in this method would be replacements for equipment, such as electric motors, that cannot be repaired.

The new priority regulations have sufficiently raised the preference ratings for the fisheries to insure adequate fulfillment of their operating needs. The simplification of procedure for ordering materials should greatly expedite their delivery.

Special credit is due E. H. Cooley of the Massachusetts Fisheries Association, Dr. Lewis Radcliffe of the Oyster Institute, and Lawrence T. Hopkinson, of the Fishery Section of the WPB Food Branch, whose untiring efforts have been instrumental in gaining proper Government recognition of the fisheries' needs.

Gear and Fittings Deserve Special Care

Suggestions by Captain Elwell B. Thomas for Preserving Boat Equipment by Proper Up-keep

AS everyone must know, much of a vessel's gear and fittings must be made to last for the duration, and even if replacements are available, it is the patriotic duty of all to preserve whatever they can in order that those who need the replacements most will be able to have them. Therefore, how best to preserve the items of a vessel's equipment is worthy of discussion.

Rope suffers as much as any one item, and while it seldom can be given the best of care because of its constant use, still there are measures that can be taken to insure longer life. If rope and twine are stored away for any length they first should be soaked thoroughly in fresh water, and then hung up to completely dry before stowing away. Yes, and if you are using rope every day for such purposes as bridles when dragging, anchor rhodes, sheets if you carry sail, and so on, it is well to hang up the coil of rope to dry when not using same. Certainly an anchor rhode should not be stored away while damp, especially if it is stowed below in a small confined rope locker.

If you moor instead of lying alongside a dock, it is well to have two mooring pendants in order that one can be out drying while the other is in use. Changing them back and forth about once every month or six weeks (less if you are located in far northern climes) and give them a good dousing in one of the copper paint mixtures prepared especially for preserving rope and twine. Remember that rope which is continually immersed in the water is about as subject to worms as is wood.

More than usual care should be taken to prevent chafe in rope, and chafing gear should be employed whenever possible. Then the position of the rope should be changed slightly from time to time and the chafing gear moved to accommodate. Also, the rope should be turned end-for-end quite often in order to even up the wear and thereby lengthen the life of the rope considerably.

Before putting new rope in commission, it would be a very good idea to write to the manufacturers of paint and preservatives, explaining the use to which the rope will be put, and ask if they market a preservative for rope that will be suitable for the particular purpose. The writer has used mooring pendants which had been preservative treated, and found that they served a life of at least twice the length in usefulness as did the untreated rope. Then when retired to a less active service the treated rope served far longer than did the untreated.

Steering cable or chain should be kept well greased, sheaves inspected for wear that might result in wear on the cable, and the slack taken up and carefully adjusted from time to time. Other details of steering apparatus should be equally well cared for.

Standing Rigging

Standing rigging should have the best of care. If it is of galvanized iron my prescription for its preservation is as follows:

First, a coat or two of red lead after the galvanizing has slightly powdered to give good painting surface, then two or three coats of not too glossy deck paint of any desired color, followed finally by three coats of the best spar varnish. Regular care of this preservative system should be a coat of varnish in the fall and two coats in the spring. If the coating should chip, the bare wire will be laid open and in that case the formula for patching is the same as the original job, i.e. red lead, paint, then varnish.

If the mast is unstepped or the standing rigging sent down for any reason, care should be taken not to coil the rigging in short turns or allow it to kink, otherwise the coating will chip. When applying the various coats one should exercise the greatest care with each coat to thoroughly apply same around the turns and thoroughly cover the surface.

Turnbuckles should come in for their share of attention. If they are of the closed type, it is advisable to take them apart,

work grease into the barrel, and reassemble them. After setting them up, the threads should be rubbed down—where they are exposed to the weather—with a good brand of waterproof grease, and the threads of the bolts also greased. If the turnbuckles are of the open type, continual attention with the waterproof grease should be given. In some cases it is possible to make the grease give longer protection by stuffing some grease impregnated waste between the sides of the open barrel and then lacing a tightly fitted canvas coat around the barrel. By all means the turnbuckle should be kept in good workable condition.

Blocks should be properly cared for, as they are often neglected. As much as anything, they should be carefully inspected for signs of wear. Any wear should be immediately corrected as not only will it bring on greater wear to the block, but it will also wear rope or cable. Blocks should be lubricated and painted often.

Equipment, Deck Fittings, Portholes

Of course a book or two could be written about the care of engines, and I shall leave that subject practically untouched. However, I will say that every possible care should be given to the engine, and any sign of wear should be given immediate attention rather than waiting for a general or periodic overhaul. Many little matters in connection with the engine can receive attention that will lengthen the life of hull, engine, and equipment. By that, I mean such things as tightening the hold down bolts on the engine to prevent vibration, keeping the blades of the wheel in good shape, checking the shaft for straightness and wear, checking each cylinder to see if any cylinder or head is heating excessively, carefully checking the condition of fuel tanks, and so on.

Deck fittings, especially iron ones, should be well protected by paint, and if the paint begins to lift badly, it is advisable to chip the iron well and apply new paint or preservative. Now and then it is well to slack off the hold down bolts of iron deck fittings and lift them off the deck. After chipping the underside of the fitting where it makes to the deck, and treating it, bed it down in thick white lead or seam cement of the brown variety.

Below, the galley stove must be given greater care than is customary, and I believe that a stove oil is superior to the conventional blacking as far as preservative properties are concerned. Certainly it is vastly superior to the rust coating which may be seen on stoves aboard many fishing vessels. The pipe may well be coated with a stove oil also.

The compass should receive its due share of attention, especially as regards the appearance of a bubble, at which time it should be promptly filled.

I have often wondered why portholes of fishing boats were allowed to be completely neglected as is so often the case. Generally the flanges are stove up, the glass cracked in many ways, the wing nut froze tight or lost, and the rubber gasket dried up or gone entirely. Many times the whole thing is useless, as it is too broken up to shut tight or open, and the glass to cracked and dirty to see through or let light in.

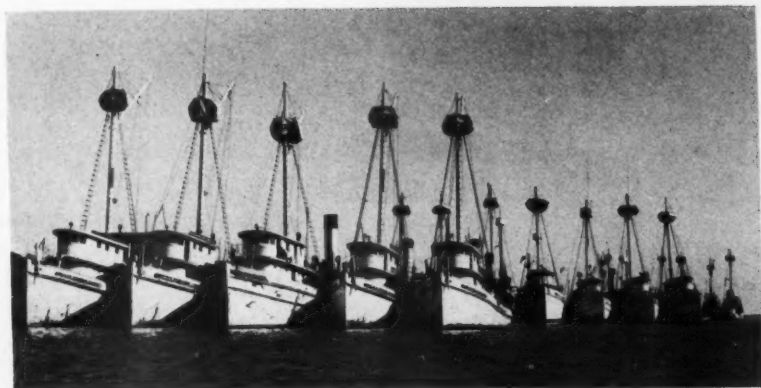
It is a fairly easy thing to fit oak half-round above or below the portholes to save the flanges from being stove up and possibly the glass from being broken. As to the wing nut, keep the threads well lubricated with waterproof grease and shoot a bit of penetrating oil into the porthole's hinges. There is a square rubber stock (if you can still get it) that will fit most portholes. The old gaskets should be removed, the groove cleaned and the new gasket bedded in shellac. Again, a little waterproof grease or maybe vaseline applied to the gasket will prevent same from drying out and cracking.

If you carry a small boat or boats, they should be kept in good shape, well painted, and occasionally launched in order to keep them from drying out to any great extent.

North Carolina Making Record Catch Of Mullet



Above: Using the technique successful in fatback operations, these purse boats are headed for a school of mullet reported by the look-out.



Left: Part of the menhaden fleet of Morehead City, N. C. These boats, used in taking fatbacks, have been going after mullet also.

Below: The big boat has come alongside the small boats which have trapped the fish and drawn the bottom of the net together with a draw-rope.

NORTH CAROLINA fishermen are catching a lot of fish and making more money than they ever made in their lives, reports Captain John A. Nelson, veteran commercial fisheries chief of the N. C. Department of Conservation and Development.

North Carolina's waters will make a large contribution to the nation's supply of food this year, and partly because the rule against the taking of mullet with a purse seine was relaxed this year for the first time. As a consequence, the large and well-equipped "fatback" fleet has partially been diverted from its task of chasing menhaden and is using its crews and equipment for food fish.

During the last week in October, Nelson reports, the fleet caught 180,000 pounds of mullet off Morehead City. One boat in one day brought in 50,000 pounds, which brought the captain and crew 6 to 6¾ cents per pound. That figures out at over \$3,000 for the day's work.

Most of the catch is being iced and shipped directly to the Eastern markets, but 50,000 pounds of mullet were quick-frozen in the Barbour Fisheries plant at Morehead City for sale later.

Fishing boats also are taking mackerel, spots, trout and other fish in unusual numbers. The largest haul of spots was made this week in beach fishing at Morrison's Beach, when over 50,000 pounds of spot were hauled up on the beach. They brought the fishermen 4 cents a pound.

In fact, the fishing is so good this Fall that even sports-fishermen are making money. From Manteo comes the report that men fishing with hook and line for striped bass in the Currituck country are making \$15 to \$20 a day selling their catch on the market. One fisherman landed 100 of the game fish in one day. With the advent of cool weather, the bass tend to "school up", and when located while feeding, bite as long as the hook is thrown to them.

Captain Nelson estimated the mullet run would possibly last until November 10th.



The crew hauls at the purse net as the fish are dipped out by the big dip net. The dip net is operated by a donkey engine on the deck of the big boat.

"Cap'n Bill" an Outstanding 60-Footer

AN unusual trio, representing three generations of the Klimm family of Hyannis, Mass., and all named Henry, lent unique significance to the launching of the 60-foot dragger *Cap'n Bill* on November 7 at the Newbert & Wallace boatyard, Thomaston, Maine. Built for the elder Henry Klimm, and to be commanded by his son, the trim vessel was christened by the grandson Henry, whose nickname is Cap'n Bill.

The *Cap'n Bill* is outstanding in many ways, not the least important of which is the fact that she is exceptionally capacious for a boat of her length. Her designer, Albert E. Condon of Fairhaven, Mass., has created a dragger in which every inch of space is effectively utilized. Its design provides maximum hold space, commodious accommodations, good accessibility to machinery, and ample working area. At the same time, the boat possesses good seagoing qualities and attractive appearance.

From a construction angle, the *Cap'n Bill* is extremely rugged, yet finely finished in every detail. Galvanized fastenings are used throughout. Frames and planking are of oak, while the decking and ceilings are of pine. Frames are double bent, $3\frac{1}{2}$ " square, set on 10" centers, with the exception of those aft of the stern post which are sawn. The bilge stringers are through bolted to give added strength. All quarters are finished in cypress with mahogany trim.

A prominent sheer characterizes the boat's full hull, which has a beam of $16\frac{1}{2}$ " and depth of 7' 2". The high bow has a considerable flare, which provides wide deck space well forward. The stern, which is round on deck, is of a special new design below the water line to provide the bearing quality of a square type.

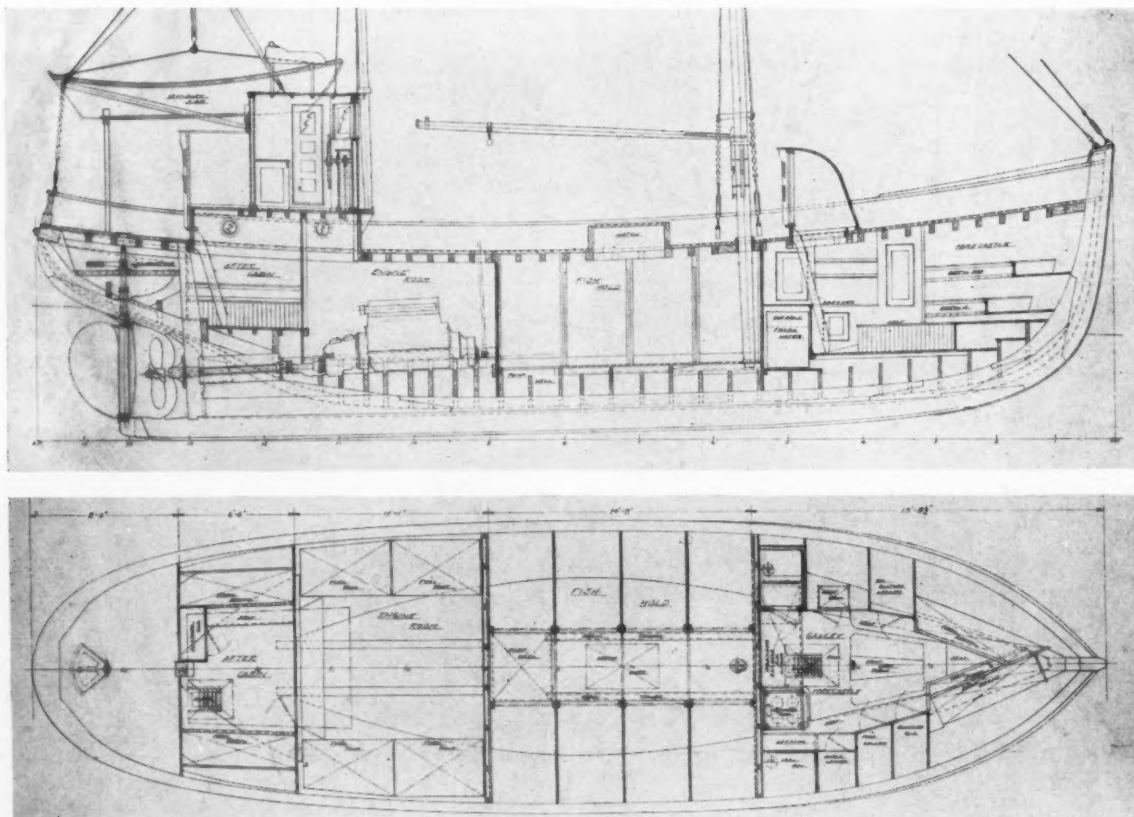
The boat is yawl rigged, with the mainmast stepped on the trunk forward of the pilot house. The house is conveniently arranged to facilitate navigation and fishing operations. A seat is provided thwartships with drawers under each side and



The three Henry Klimms, from left to right: the owner (with another member) the sponsor and the skipper of the "*Cap'n Bill*".

hot water radiator in the center. A folding chart table is also available.

A most accessible companionway is provided for the cabin, which contains two bunks, locker space and deck lights. En-
(Continued on page 17)



Inboard profile and below deck arrangement plans of the "*Cap'n Bill*", designed by Albert E. Condon.

Maine

Boat Yards

Building Eleven Draggers

S EVEN boat yards on the Maine coast are busy building fishing boats, orders for which totaled 11 draggers at the first of this month.

At Kennebunkport, on newly acquired property, the Arundel Boat Co., owned by Hugh Marshall and managed by Dwight Robinson, recently laid the keel for a 53' 6" dragger for Capt. Hans Haram of New Bedford, to be powered with a 100 hp. Mack Diesel.

W. S. Carter at his Friendship yard is completing the 75' *Dorothy & Ethel III* for Captains Harold Paulson and Norman Olsen of Cape Elizabeth, Me., to be equipped with a 175 hp. Buda Diesel. At Carter's new Waldoboro yard, the 82' dragger for John Bruno of Boston is being planked, and she will have a 175 hp. Wolverine Diesel. Another 82' model is being framed at this yard for undisclosed parties.

Inside work is now being done on the 95' vessel for Dallett & Son of New York City by Morse Boatbuilding Co., at Thomaston. She will be driven by a 240 hp. rebuilt Superior Diesel.

Morse is just starting a 65' dragger for Capt. George H. Fisher of Oak Bluffs, Mass., which will be powered with a 70 hp. used Atlas Diesel.

Also, at Thomaston, Newbert & Wallace, who just launched the *Cap'n Bill*, have started a 70' dragger for Joseph Dolan of Guilford, Conn., to be powered with a 170 hp. Buda Diesel. Following this boat, will be a new 64-footer for Capt. Jared Vincent of Edgartown, Mass., to be furnished with a 90 hp. rebuilt Cooper-Bessemer Diesel.

L. A. Maker of Vinalhaven is constructing a 50' dragger for Elmer Gross of the same place, to be equipped with a 120 hp. Chrysler engine.

Stonington-Deer Isle Yacht Basin Corp., of Stonington, is well along on the 70' *Elin B.* for Capt. Edward Billings, also of Stonington. This boat will have a 175 hp. Buda Diesel.

At Southwest Harbor, the Southwest Boat Corp. will soon be launching a 94' vessel for Capt. Joseph Ciarametaro, Jr. of Gloucester. She will be equipped with a 250 hp. Atlas Diesel.

"Chebeague" Now a Dragger

The 75' x 17' x 6' 6" *Chebeague* is about to start what might well be called her third life. She was built as a fire boat, then changed to a coastal tanker, and now has been converted to a dragger.

The boat's owner, R. E. Philbrick, a garage operator of Rockland, personally supervised most of the alterations at the outfitting dock of Snow Shipyards.

Accommodations for three men in folding bunks and complete galley facilities have been provided in the fore peak, with the addition of a fo'c's'le trunk having 4 port lights. A fish hold has been installed to carry 65,000 pounds.

The spacious pilot house, with two berths and excellent visibility remains the same. The deck house has three berths and a hot water heater which circulates heat to the engine room and pilot house.

The engine room is exceptionally well lighted and ventilated with 6 port lights. A new 175 hp., Model 1879 Buda Diesel with 3:1 reduction gear has been installed by the Delorie Company of Bangor. It turns a 52 x 46 Columbian propeller.

A special cooling tank was devised for the projection point of the exhaust, and it consists of an encompassing metal box, 8 inches deep, piped from the salt water pump.

Among other new equipment on the boat are a Hathaway winch and 32 volt Willard batteries.

Capt. Elroy Coffin is skipper of the *Chebeague* and Percy Spurling is engineer.

"Grayling" Converted for Salvadore

The yacht *Grayling*, which was bought by Capt. John Salvadore of Fairhaven, has been converted to a dragger at the Newbert & Wallace yard, Thomaston. The boat, built at Damariscotta in 1928, is 57' x 15' x 7', and will carry 30,000



Fishing trawler, "Bernie & Bessie", 64' x 15' x 8' 6" has recently been repowered by Delorie Co. of Bangor, Me., with a model 691 Buda Marine engine driving a 38 x 20 Columbian propeller through a 2:1 reduction gear. The engine is equipped with a Sen-Dure Heat Exchanger. The boat is owned by the Portland Fish Co., Portland, Me.

lbs. of fish. Alterations made include new pilot house, dragging sheathing, hold and bulkheads. She has been powered with a used 145 hp. Chrysler gasoline motor. The boat was sold through the Knox Marine Exchange of Camden.

Good Gill Net Catches

Portland gill netters are doing well, catching mostly pollock and some hake. Among them are the *Maurice Davis*, which is averaging 6,000 to 7,000 lbs. per day; the *St. Joseph II*, 5,000 to 6,000; and the *Mayflower*, 3,000 to 4,000. The *Anna C.*, *Lark*, and *St. Joseph I* have gone to Gloucester for the winter.

Peacock Installs Suction Unloader

John Toft of R. J. Peacock Canning Co., Portland plant, is installing a new suction-type discharger for unloading sardine carriers. It is expected the new unit will handle 100 tons per hour, which is 5 times faster than the conventional method. Equipment used includes an 8-inch Fairbanks-Morse trash pump, located under water, and operated by a 30 hp. F-M motor. An 8" pipe extends from the unloading dock to a hopper on the second floor of the plant. A hose connection is made from the dock into the boat's well.

Lobstermen Report Good Earnings

Maine lobstermen have brought an average of 25 cents per pound for the boats during the past month. Average weekly earnings per man have been running about \$60, with some getting up to \$100. It is estimated that there are nearly 25% less boats in operation, but those fishing are getting larger catches, making total production about on a par with last year. Dealers say that both supply and demand are good.

Canning Crabmeat at Rockland

The Green Island Packing Co. of Rockland, which recently started packing pickled herring in a 38' x 65', two story plant, now is packing crabmeat. Complete, up-to-date canning equipment has been installed and about a dozen pickers are employed. The Company has good boat unloading facilities adjacent to the Public Landing.

Officers of the organization are Elmer Witham, President, James Pease, Treasurer, and Bert Witham, Nathan Witham and Roland Rackliff, Directors.

State Faces Man-Power Problem

The Maine fisheries have made a plea for man-power, as lend-lease orders pile up and difficulties of production increase. Pointing out that the production of seafood in Maine is an important war-time industry, Sea and Shore Fisheries Commissioner Arthur R. Greenleaf communicated with officials in Washington and told them future expansion plans depend on the manner of handling the man-power problem. "I am asking you to give fisheries the same consideration now being accorded the farm labor problem," he stated.



Capt. F. P. Tower, owner of the St. Augustine, Fla., shrimp boat "Tillie".

Florida Night Fishing Ban Continues

REPRESENTATIVES of Florida's fishing and sponge industry were told Nov. 6 by Admiral James L. Kauffman that the ban on night fishing in the Seventh Naval District must remain in force.

"In our opinion it is dangerous for the security of this area to permit fishing at night," the admiral, commandant of the district, declared in replying to a plea for relaxation of some of the restrictions. "We are not trying to be unreasonable. I've given it a lot of thought. But you cannot tell the difference between a fishing boat and a boat from a submarine on a dark night. If we allow any boats, any ships, in the area at night, we are gambling with fate."

Landing Conscious

Recalling that saboteurs had been landed from a submarine at Ponte Vedra Beach, just north of his district, the admiral added: "We're landing conscious."

Jack Crossland, president of Crossland Fish Co., Miami, asked Admiral Kauffman whether the Navy could take steps to overrule a Florida state law banning purse seining.

"If the amount of fish caught is seriously affecting the economic life of the community," the admiral replied, "something should be done about it. In our opinion, we should not permit night fishing in the area, and that cuts down the supply of fish. However, I have nothing to do with the civil law."

Admiral Kauffman said he had been advised on Florida Attorney General J. Tom Watson's ruling that the state conservation commissioner has no authority to declare an emergency which would permit relaxing the seining prohibition.

New Anchoring Areas

Responding to a request of Louis Smitzies, president of the Tarpon Springs Sponge Exchange, and Mike Simarkis, sponge buyer, the admiral designated new areas on the Gulf Coast where both sponge and fishing boats may anchor at night instead of returning to port.

Among others at the conference with the commandant, besides those mentioned, were Harry McCreary, president of the Florida Commercial Fisheries Association, and State Representative Archie Clement of Tarpon Springs.

Service Men Can Ship on Commercial Boats

St. Petersburg commercial boats which had been using high school boys as crew members to relieve the shortage of help found that the opening of school brought the problem into focus again. It has been reported that service men can go deep sea fishing on the commercial boats. Heretofore, identification cards similar to those required of civilians were necessary, but a new ruling by the Captain of the port allows service men with the proper identification to ship on the commercial boats as crew members. This is expected to relieve the shortage somewhat.

Sponge Licenses Extended

Tarpon Springs spongemen have been advised that their licenses to operate in the Gulf have been extended to January 1. The licenses were originally slated to expire at the end of September.

Sponge Sales

The final Tarpon Springs sponge sale of last month brought the total to \$90,177.42, or nearly double the October, 1941, total. The 1942 total to date is \$1,653,203, or nearly \$550,000 greater than the 1941 total for the same period, and nearly three times greater than the total for the same period in 1940.

Charter Boats Hit by Rationing

Gasoline rationing has been seriously hampering Broward County charter boatmen. Senator Claude Pepper advised local interests that the situation would be investigated with an effort to reclassify them. Charter boatmen have been hard hit by the classification unless they were engaged in commercial fishing only.

Roe Mullet Plentiful

Roe mullet of large and beautiful appearance have been seen in abundance in Pensacola markets. At the same time, fresh water fishermen complained that muddy water coming from up-stream was responsible for small catches of bream and other fresh water fish.

New Fish House

A new fish house is being erected at Anclote by the Pollock Company of Tampa.

Activity in Venice-Nokomis

Commercial fishing has been expanding in Venice steadily for the past several months, with the local fleet now the largest in eight years.

Within the past two months, seven fishing cruisers have been brought in from East coast ports, and are now harbored here and operating from Venice and Nokomis docks, with the usual fleet.

Expansion of commercial fishing activity here is attributed to war-time restrictions on the East coast which have been more stringent than those prevailing here until recently, and to the urging of Federal agencies for a higher production of seafoods.

Some half-dozen locally owned cruisers have been hauled from storage and re-commissioned to add further to the activity.

Sponge Boat Crew Commended

Colonel Leslie G. Mulzer, commanding officer of the Army Air Forces at MacDill Field, Tampa, has commended the owners and crew of the sponge diving boat *Eleni* for their part in helping to salvage a B-26 bombing plane which crashed into the Gulf off Clearwater Beach.



The shrimp trawler, "Augusta Ann", 50' long with a 16' beam. She is owned by Merritt Moore, of Morgan City, La., and powered with a 100 hp. Superior Diesel engine turning a Columbian propeller, and uses Linen Thread nets.

Maryland Oyster Dredging Season Open

NOVEMBER 1, the opening day of Maryland's oyster-dredging season, saw a few more than 100 schooners, bugeyes and pungies tacking into the choppy headwaters of the Chesapeake off-bay shore to lower their dredges in the rich beds. From Crisfield, Smiths Island, Deals Island, Oxford, Cambridge, Chestertown and Baltimore, oystermen had arrived the night before for the opening of the season.

Soon the dredge and tongs boats were all moving in a slow procession toward the oyster beds. Left behind were the larger "buy boats" and regular freight boats, whose owners purchase the oystermen's "jags" and haul them to packing houses in Crisfield, Baltimore and other Bay points. If allowed, they would have followed the oyster fleet out to the beds, but the law makes them wait in the creek. There it is easier to inspect each cargo for undersized oysters.

A dredge consists of two iron triangular structures, stoutly made and united at their apexes, the lower one of which has an iron blade-like base of heavy construction which carries stubbed teeth. These triangular structures are held apart by two curved bars, one on each side of the dredge, running from the apexes of the base angles of the triangles. From the two bases, or cross bars, and the curved part of the dredge, the bag, half cotton rope and half iron rings and chain points, is suspended.

There is more to this business than dragging oysters up from the bottom of the Chesapeake. Just as important to the oystermen (and more important to the conservationists) is the culling chore. There may have been seasons in the past when oystermen could be indifferent about the 5% undersized rule and get away with it. But the officials say the conservation laws are being enforced. The first time a dredger or tonger exceeds his 5% he has the alternative of paying a \$100 fine or dumping his entire cargo, representing a day's work for himself and crew, back into the Bay. The second time, he must pay the fine, and the third offense means confiscation of his entire boat.

As much time, therefore, is spent in culling the oysters as in catching them. On large dredge-boats two men work the dredge, alternating with two more in culling the oysters dredged. On tong-boats, one of the crew of two works all day at culling. Some of the men say they discard twice as many oysters as are brought in for inspection.

The tonging has been the best for years. Tongers got for one day's catch from \$15 to as high as \$50. Oysters sold in the shell for from \$1 to \$1.50 a bushel. Shucked stock from \$3 for counts, \$2.50 for selects and \$2 for standards per gallon. About 2,000 people are engaged in the oyster business in Crisfield alone, and from November 1 until after the Christmas holidays, Crisfield is a bee-hive of industry.

Plenty of Rock and Trout

Rock were never as plentiful as they have been in October in the Chesapeake Bay and its tributaries. Trout (weakfish) have also had a good run and they have been large and brought the highest prices ever known in the local wholesale market—15c a pound.

A \$300 Drift

Capt. "Chalk" Anthony and "Zep" Anthony literally drifted right into full pocketbooks, one day in October. It happened this way. The two skippers were just drifting around St. Michaels harbor when they saw a goodly school of stripers breaking in Marsalis Hollow. They quickly organized a crew to haul seines, and landed 1,850 pounds of fish. The catch netted them about \$300.

More Soft Crabs in Storage

The crab season closed on November 1st in the Maryland waters of the Chesapeake Bay. The packers and catchers have had a good season. More soft crabs have been placed in cold storage this season than ever before. The packers have found that when there is a glut of soft crabs, they make more by placing them in cold storage than in shipping them when there is no demand. There is now a demand during the winter.

A. Earl Dize is a member of the firm of Carol Dryden & Co. of Crisfield, Md., dealers in all kinds of seafood. He is president of the Crisfield Seafood Association.



Louisiana Trawler Captains, Engineers Deferred

CAPTAINS and engineers in the shrimp industry will be deferred. They have been declared to be key men in the operation of trawlers. While three men are the minimum crew required on a deep-water trawler, the recent ruling will at least insure two of the crew, and the shrimp boat owners may be able to continue operations by using men beyond draft age for the third man aboard.

Heavy Movement of Shrimp

The catch of jumbo shrimp continued to hold during the last of October. Deep sea Gulf trawlers had three good weeks of fishing weather for the first time in a year. There have been no record hauls but the take has been steady and has kept the market supplied, with perhaps 25% of the total going into freezers. Dealers are selling all possible on the fresh market as the ceiling price on frozen shrimp is very close to the cost of handling at the present price of \$22.00 per barrel to the fishermen.

Heading on Boats Necessary

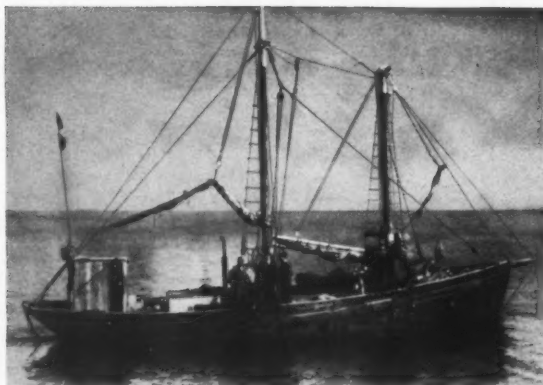
The wisdom of the move to disregard the ruling which fixed ten barrels as the agreed amount of shrimp to be headed on boats has been borne out. Even with fishermen heading all of the catch they have the time to head, there is a constant demand for labor in the heading plants. The whistles are blowing at all hours of the day and the pickers are so scarce that in many instances they go from one plant to the other to help in handling this highly perishable product.

For Free Government Inspection

A bill to provide free government inspection service for seafood has been introduced in the House of Representatives by James Domengeaux of the Third Louisiana District. The



The "Angelina", length, 35' 3" with 10' beam, owned by Olivier Angelette, Cut Off, La., is powered with a Superior Diesel engine turning a 22 x 18-3 propeller.



The 44' dragger "Bethlehem" of New Bedford, Mass., operated by Capt. Manuel Avila, is powered with a 70 hp. Mack Mariner Diesel, sold by Rapp-Huckins Co., Boston.

purpose of the measure, Mr. Domengeaux explained, is to allow seafood packers the same inspection privileges and benefits that are now enjoyed by the meat packing industry. He pointed out that under the existing law, seafood packers may request the services of federal inspection, but they are required to pay the cost of such inspection service.

Need Nickels

Dealers pay 5c in cash for every bucket of shrimp headed. If change had to be made it would slow down the routine. Metal checks that could be cashed after a day's work would do the work but metal checks are off the market.

As a final effort, packers are asking their pickers to "trade in" their nickels at the end of each day. If, for any reason, this does not work, a new system of paying piece workers will have to be worked out.

Largest Shrimp

The largest shrimp ever brought into any South Louisiana port, according to report, was delivered recently to John Hardee, Jr. It weighed one quarter pound.

Landings at Gulf Ports

During September, about 57,000 barrels of shrimp were landed at the principal production points in Alabama, Mississippi, Louisiana, and Texas, according to figures supplied to the New Orleans Fishery Market News office.

Compared with the August total of 36,000 barrels, this represents an increase of 58 percent. About 36,000 barrels of the entire September production was used for canning, with the remainder being utilized fresh or frozen.

Total production of shrimp for the first nine months of 1942 amounted to 204,000 barrels.

A total of about 14,000 barrels of oysters was harvested during September and sold fresh. For the first nine months of 1942, production of oysters totals 719,000 barrels.

Additional fishery products included hard crabs (1,255,000 pounds); pasteurized and fresh-cooked crab meat (133,000 pounds); soft crabs (1,100 dozen); other shellfish, mainly processed crab meat, 17,000 pounds.

Salt-water fish landings, mainly red snapper, mullet, spotted sea trout, and blue runner in September, amounted to 394,000 pounds—a decrease of 8,000 pounds compared with the August figure. For the first nine months of 1942, salt-water fish landings totaled 4,141,000 pounds.

Increase Contents of Cans

IN a move to conserve additional supplies of tin and steel for war production, the WPB has requested oyster packers to increase by 40 to 50 per cent the amount of oysters packed in various size containers.

Packers are requested to pack 7½ ounces of oysters in a No. 1 can instead of 5 ounces; and 14 ounces in a No. 2 can instead of 10 ounces. A 50 per cent increase in the fill of other permitted cans also was requested by the Branch.

Gloucester Gill Netters Having Record Season

THE gill net fleet of 20 boats has been chalking up some mighty fine records during the past month, both in catches and earnings. What is reported to be the largest week's share in gill netting for 25 years, was made by the *Richard J.*, Capt. James Madruga, for the week ending Nov. 7. The boat stocked nearly \$5,000 for 7 days fishing, for which each man shared \$362.

The record stock for gill netting was established by the 65' *Anna C.*, Capt. Carl Beede, whose craft stocked \$6,048 and a total of 100,000 pounds of fish caught during the week ending October 30. She also made a record for one day's catch when she landed 33,000 pounds the 24th, receiving a stock of \$1,848.

The greatest amount of fish landed in one day by the gill net fleet was 281,000 pounds brought in on November 2.

Seiners Continue to Make Records

The mackerel fleet is continuing to smash all past earning records. Excellent prices, which have averaged at least 5½ cents per pound, are largely responsible for the big income.

Good sized fish have been plentiful along the shore much of the time, enabling the seiners to make quick trips.

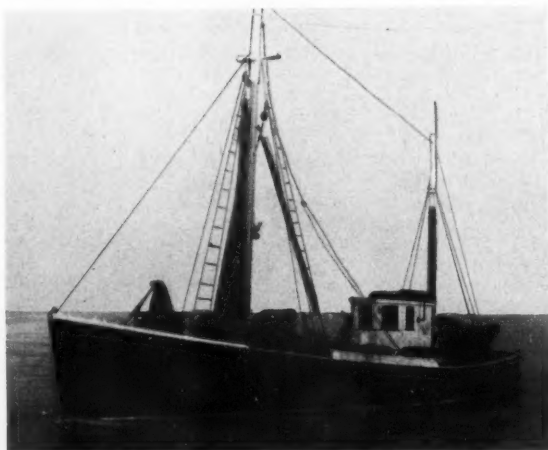
The high-line seiner up to the first of the month, was the 75-ft. *Antonina*, Capt. Benedetto Randazza, which had a reported total stock since the start of season 5 months ago of \$100,000, which has given each crew member a \$46.20 share. Close behind this boat follows the *Linta*, Capt. Joseph Palazzola, which stocked approximately \$97,000 and shared \$45.

Other high liners are the *Rose Marie*, Capt. Peter Scola; *Bethulia*, Capt. Phil Curcurre and *Mary W.*, Capt. Sam Scola.

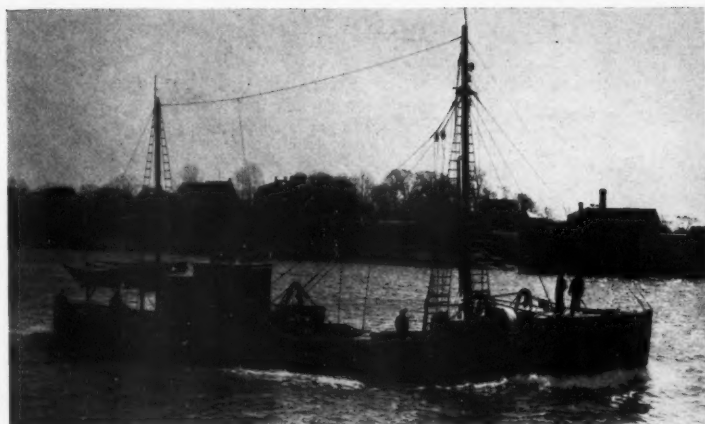
The shares for all of the 20 seiners which have operated from the beginning of the season, are said to be over \$3,000.

Gill Netter "No More" Launched

The *No More*, 46' x 13' x 5' 6" gill netter, left the yard of her builder, N. W. Montgomery & Son, Gloucester, on Oct. 27. Built for Capt. John Leveille, the boat is compactly arranged and has a capacity of 40,000 pounds. Sleeping quarters, with triple deck bunk and folding bunk, galley facilities and engine equipment are located forward. Fuel is carried aft in five 50-gallon connected drums. A canopy is located over the working deck, and the wheel is located near the companionway so that the captain can watch his course, nets and engine from the same position.



John Bruno's 72-ft. dragger "Fanny F. Hickey" of the Boston T. Wharf fleet. She is commanded by Capt. Frank Sanfilippo, has a capacity of 50,000 lbs., and is equipped with a 135 hp., 4 cyl. Atlas Diesel, Hathaway winch, Kinney clutch, Shipmate range, Roebling wire rope and Columbian cordage.



The 100' dragger "Golden Eagle" and her skipper, Capt. Robert Fralic. Owned by L. C. McEwen of Gloucester, Mass., and equipped with a 300 hp. Cooper-Bessemer Diesel, Hyde propeller, 8 hp. Lister Diesel auxiliary, Kinney clutches, New England winch and fish hoist, Willard batteries, Kelvin-White compass, Submarine Signal Co. Fathometer, Hallicrafters radio telephone and Shipmate oil-fired range.

The *No More* is equipped with Linen Thread nets, Columbian propeller and Shipmate range. A new 100 hp. Mack Mariner Diesel is expected to be installed in the near future to replace the second-hand engine equipment being used temporarily.

Montgomery to Build Two Draggers

The Montgomery yard is now building a 60-ft. dragger, the *Rosemarie V.*, for Antonio Vasquez of Gloucester, to be powered by a 100 hp. Wolverine Diesel. This boat will be followed by a new 62-ft. dragger, *Eugene & Rose*, for Edward Silva of Gloucester, which will have a 100 hp. Mack Diesel.

New Dragger for Soffron Bros.

The John P. Story Shipyard of Essex has started construction of an 80-ft. dragger for Soffron Bros., large clam dealers of Ipswich. She will be powered by a rebuilt 200 hp. Atlas Diesel. The building of the boat marks the entry of this concern into the fishing business, and is expected to be the forerunner of a fleet.

"Thebaud" Joins Coast Guard

Capt. Ben Pine's 12-year old, 134' schooner *Gertrude L. Thebaud* has been taken by the U. S. Coast Guard. The vessel is well known for her participation in the International Fishermen's races, her pilgrimage to Washington to secure aid for the industry, and her voyage to the Chicago World's Fair. In recent years, she has been a dory fisherman, and of late has been commanded by Capt. Mike Clark.

"Santa Rita" Sunk

The 45' dragger, *Santa Rita*, formerly the *Sawdust Sally*, owned by Gaetano Frontiero, was sunk following a collision with the 75' *Marie & Winifred* on October 20, off Eastern Point. The *Santa Rita* sank within 3 minutes after the prow of the other boat rammed her starboard side aft of the gallows. The crew was rescued.

N. J. Menhaden Fishing Is Booming

THE menhaden fishing industry, one of New Jersey's oldest enterprises, is experiencing a wartime boom from the use of menhaden oil in the manufacture of explosives and a new found utilization of canned meat as food. Menhaden fishermen have been operating off the New Jersey coast for approximately 150 years.

Because of wartime conditions in their regular fishing grounds, many of the larger and newer menhaden boats from the Reedville, Va. area, have been fishing from New Jersey.

Previously menhaden oil was used chiefly in leather tanning operations, but today the government is buying large quantities for the manufacture of high explosives. The oil is rich in glycerine, an important ingredient of explosives.

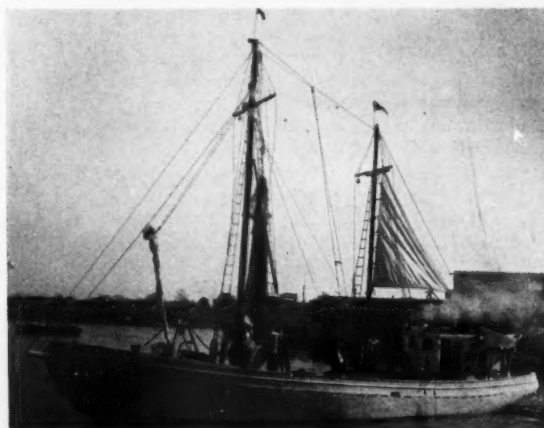
Since the outbreak of the war menhaden meat has been canned and sent to England under lend-lease arrangements. The meat has proven popular in England and shipment will be continued.

More than 2,000 tons of fish meal are produced annually in New Jersey. The protein content is above 60 per cent. Although used primarily as a poultry feed, the meal is fit for human consumption and was exported for that purpose during World War I.

Committee of Atlantic Fisheries

The Advisory Committee membership in New Jersey, for the Atlantic States Marine Fisheries Commission, is as follows:

Capt. Harry J. Burlington, executive secretary, Board of Fish and Game Commission, Montvale; Eugene V. Connett, 3d, South Orange; Arnold Cranmer, New Gretna (shellfish); Alfred E. Dougherty, Belmar (sports); Ivan Marthin, Wildwood (commercial); Dr. Thurlow C. Nelson, Rutgers University, New Brunswick (biologist); Ned Shafer, Elberon, Neptune Sportsman's Club, and Alvah Woolley, Spring Lake (commercial).



The 80' "Satan's Wife" of Gloucester, which was recently converted from yacht to dragger under the direction of Capt. Ben Pine. She is owned by Ray Adams, and skippered by Capt. Hubert Cluett. She carries 80,000 lbs. of fish, and is equipped with a 100 hp. Wolverine Diesel, Hyde propeller and Hathaway winch.

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You owe it to yourself to know how we are insuring a better, "after-the-war" diesel . . . one which will do your job at a lower cost, over a longer period, with less maintenance and service. Ask your dealer for the new booklet, "Threshold to the Future" or write direct to the CUMMINS ENGINE COMPANY, Columbus, Indiana.

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Wisconsin Trout, Top Value

LAKE trout is the most valuable species of fish harvested by the commercial fisheries of Wisconsin, and Bayfield County annually produces more fish for the commercial markets of the nation than any other county in the State, according to Matt Patterson of the State Fisheries Division.

Bayfield County annually sends to market more than 6,000,000 pounds of fish valued at \$550,000, or about a third of the total catch in Wisconsin. Door County ranks as second largest producer with 2,500,000 pounds worth about \$360,000.

Lake trout caught in Wisconsin waters last year sold for \$760,000, according to Patterson, compared with \$400,000 for a considerably larger catch of herring. Chubs brought \$230,000, and whitefish, \$200,000, while the total value of the 1941 fish catch was \$1,913,405 for approximately 18,000,000 pounds.

According to Patterson, there were about 410 licensed full-time fishermen operating in Wisconsin waters last year, and about 340 part-time operators. The average fisherman employs a crew of five men.

New Legal Size of Trout

The Wisconsin Conservation Commission has rescinded its orders No. F-445, F-445 (Amended 1), F-445 (Amended 2), and modified its order F-405 relative to the taking of certain species and the use of various gear in the outlying waters of Lake Superior.

In addition to setting forth new net requirements, the order changes the method of determining the minimum legal size of lake trout and whitefish. Instead of weight measurement, a length measurement of 17 inches for both species will be used.

Report of International Board of Inquiry

Following two years' intensive investigation, the International Board of Inquiry, established February 29, 1940, by the United States and Canada to study conservation of fisheries in the Great Lakes has submitted its report. The report recommends that, based on the results of common studies of these fisheries, regulations for their management be formulated and tested by a joint agency of the two countries.

The report draws attention to the need (a) for accurate statistics of the take and of the fishing effort, (b) for separate statistics for each species of fish, and (c) for separate statistics for each of such districts as may be defined in common agreement; and for thorough tests of the effectiveness of planting fish in a lake or lakes, in order to determine whether the present planting of fish should or should not be continued or altered.

Chicago Receipts for September

About 5,458,000 pounds of fresh and frozen fishery products were received during September at the Chicago Wholesale Fish Market, according to monthly summary figures released today by the Chicago Fishery Market News office of the Fish and Wildlife Service, United States Department of the Interior.

Compared with last month's arrivals of 4,978,000 pounds, this represents an increase of 480,000 pounds, or 10 percent. An increase of 87,000 pounds is also shown compared with the September 1941 figure.

During September, 88 classifications of seafood—fish and shellfish, fresh and salt-water—from 27 States, Alaska, and 8 provinces of Canada, were sent to this market. Of the total receipts, 2,807,000 pounds were fresh-water fish, 1,721,000 pounds salt-water fish, and 931,000 pounds were shellfish.

Wholesalers Exempt

IN an opinion regarded as of far reaching significance to 20,000 or more seafood dealers, Federal District Court Judge E. Marvin Underwood ruled Oct. 28 in Atlanta, Ga., that a wholesale seafood dealer is exempt from provisions of the federal wage-hour act.

The decision was handed down in a case filed by Charles R. Johnson and eight other employees against Johnson & Co., Inc., Atlanta seafood dealers.

The original act exempts those engaged in shore operation of the seafood industry. Judge Underwood held in his opinion that the Congressional intent was to go beyond the area of production and include all seafood dealers.

Fulton Market Wholesale Prices

Specie	Oct. 1-10	Oct. 12-17	Oct. 19-24	Oct. 26-31
Albacore	.05½-.07	.. ..	.. ..	.06-.06
Bluefish	.06-.32	.09-.26	.08-.28	.15-.28
Bonito	.10-.22	.10-.18	.. ..	.18-.20
Butterfish	.05-.20	.08-.20	.05-.18	.06-.18
Codfish, Stk.	.09-.24	.10-.22	.09¼-.23	.13-.24
Codfish, Mkt.	.07-.10	.07½-.11	.09-.12	.09-.12½
Croakers	.08-.12	.. ..	.. ..	.10-.14
Eels	.11-.14	.06-.18	.05-.18	.16-.20
Flounders	.03-.16	.03-.12½	.05-.14	.05-.15
Fluke	.15-.20	.12½-.17	.06½-.18	.20-.22
Haddock	.09-.12	.07-.11	.09-.12½	.08-.12½
Hake	.06½-.11	.07-.11	.07½-.11	.07-.12
Halibut	.22-.40	.28-.30	.22-.35	.. ..
Mackerel	.10-.30	.07-.22	.08-.27	.10-.31½
Mullet	.06-.10	.08-.12½	.08-.12½	.07-.13
Pollock	.08-.10	.08-.10	.08-.11	.08-.11
Pompano	.12-.14	.12½-.50	.. ..	.. ..
Salmon, Pac.	.18-.32	.. ..	.18-.32	.19-.30
Scup	.05-.18	.08-.10	.10-.14	.13-.15
Sea Bass	.08-.24	.22-.22	.11-.25	.12-.30
Sea Trout, G'y.	.03-.23	.07-.25	.05-.18	.05-.16
Sea Trout, Spt.	.20-.22	.. ..	.20-.20	.18-.22
Silversides	.00½-.01	.00½-.01½	.00½-.01½	.00½-.01
Sole, G'y.	.08-.12	.12-.15	.10-.14	.12½-.20
Spanish Mackerel	.12-.20	.18-.18	.. ..	.20-.22
Striped Bass	.15-.30	.20-.30	.18-.27	.16-.22
Tilefish	.. ..	.. ..	.12½-.14	.. ..
Tuna	.20-.20	.20-.20	.18-.18	.20-.20
Whiting	.01-.14	.01¼-.12	.01¼-.10	.01-.09
Yellowtails	.02-.08	.04-.08	.05-.12½	.04-.12
Clams, Hard	2.00-14.00	2.50-7.50	2.50-9.50	3.00-10.00
Clams, Soft	1.25-3.50	2.00-3.50	2.00-3.50	2.50-4.00
Conchs	1.50-3.00	1.25-2.50	1.75-3.00	1.50-2.50
Crabs, Hard	.50-2.00	1.25-2.25	1.00-2.25	1.50-2.50
Crabmeat	.50-.80	.45-.85	.35-.85	.25-.85
Lobsters	.25-.55	.25-.55	.25-.58	.25-.60
Mussels	.50-.85	.60-1.00	.50-.75	.65-.70
Scallops, Bay	4.50-6.50	4.50-7.00	4.50-6.50	4.75-6.50
Shrimp	.14-.33	.10-.30	.15-.25	.15-.27
Squid	.08-.22	.08-.15	.10-.20	.08-.17
Frogs Legs	.85-.90	.85-.90	.60-.90	.50-.90

"Cap'n Bill" Outstanding

(Continued from page 10)

trance to the lazarette is from the cabin. The engine room extends aft into the forward end of the trunk with deck light on either side. A unique feature is the placement of two port lights on the forward end of the trunk, providing extra ventilation for the engine room. Fuel tanks with a total capacity of 1,000 gallons are located port and starboard of the engine. In order to allow for easier removal of the engine, there is a bolted hatch directly over it.

The fish hold is 15' long and 6' 6" deep, and is equipped with a pump well.

On the forward deck there is a double bitt. The dog house is solidly built, and has wings to break water from coming down the gangway.

The fo'c's'le is 17' 6" long and is fitted with four bunks. The boat is well supplied with locker space, having two shack lockers, two for clothes and one for oilskins. There are seat lockers either side of the folding table. The dresser has a built-in sink, with storage space under and dish racks over. The Shipmate galley range is placed beside the dresser, and has an opening from the ½-ton coal bin directly under it. Water is stored in a galvanized 200-gallon tank.

The *Cap'n Bill* is powered with a 155 hp. Buda Diesel having a 3:1 reduction gear, and turning a 44 x 32 Columbian propeller on a 3" shaft through a Hathaway stern bearing. Starting batteries are Willard, and the steering gear and winch were supplied by Hathaway. Pettit paints were used for both bottom and topsides.



"Cap'n Bill" Joins the SHIPMATE fleet

Cap'n Bill, just launched by Newbert & Wallace of Thomaston, Maine, for the Henry Klimm's of Hyannis, Mass., is modern in every respect. She represents expert design, fine craftsmanship, and up-to-date equipment.

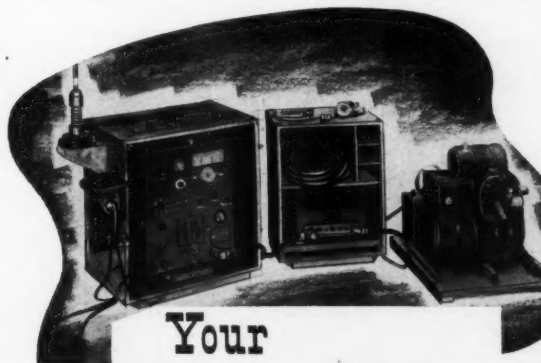
Naturally, her galley range is a SHIPMATE, the make that is being installed in practically all the new fishing craft.

SHIPMATE has been a stand-by among fishermen for over 60 years. They know from experience that it gives them utmost service at all times.

THE STAMFORD FOUNDRY COMPANY

Established 1830

Stamford, Connecticut



Your Radiotelephone was good... but—

Thousands of Hallicrafters Radiotelephones gave faithful service . . . years of excellent performance! Radiotelephone owners will be amazed at how far-reaching the progress of research and new electronic development has been, even in the past year.

When Hallicrafters are again permitted to sell Radiotelephone equipment for your craft the new Radiotelephones will have so many improvements, comparison with the old models will be a difficult accomplishment.

Illustration—partial view of Hallicrafters Signal Corps Communications Equipment.

the hallicrafters co.

CHICAGO, U. S. A.

Keep communications open!



Your fishing boat is a *Fighting* BOAT TODAY



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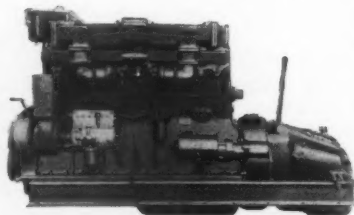
FEEDING America's fighters, workers and Allies is an all-out job for the fishing industry. Every boat, every man must work faster, work harder—and stay on the job until victory is won.

The same features that made BUDA Marine Engines "tops" in profitable peacetime service are the ones you need in a "fighting" boat today:

- **DEPENDABILITY** . . . to keep your boat *working*, not waiting for engine maintenance or repairs!
- **EFFICIENCY** . . . to squeeze the *most* power out of every drop of fuel and lube oil!
- **LONG LIFE** . . . to deliver the extra hours of service you must give it today, yet last for the duration and longer without costly time robbing overhauls and replacements that waste vital materials and hours of skilled labor.

Write or wire for full information on BUDA'S complete line of gasoline and Diesel Marine Engines, from 15 to 248 h.p.

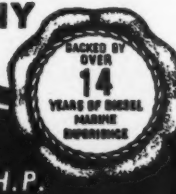
Heading the line of Buda Marine Engines is this Model 6-DHM-1879 Buda-Lanova Diesel—a rugged, powerful engine that has established remarkable records in work and fish boats.



THE BUDA COMPANY

15400 Commercial Ave.
HARVEY (Chicago Suburb) ILL.

**DIESEL and GASOLINE
ENGINES from 20 to 248 H.P.**



New Brunswick Large Herring

By C. A. Dixon

FISHERMEN in Eastern Maine and Southern New Brunswick are feeling happy over the prospects of still further increased markets for large herring suitable for packing in round cans. One major canning establishment at Eastport is being devoted exclusively to the round can style of packing herring, and three smaller concerns also putting up fish in the same manner, providing excellent markets for herring too large for ordinary sardines. Now comes the announcement from Lubec that extensive alterations are being made to the R. J. Peacock Canning Co.'s plant for the canning of large herring. Doubtless factories in the Quoddy region in Maine will put up a lot of them as time goes on. The gallery and furnace at the Peacock Lubec factory, which were used for a time in the production of kippered snacks, is being removed from the lower floor of the factory to provide more room to be used for the installation of cutting machines and retorts. A second story will be added to the south side of the factory. It is said that the canning of large herring in round cans may be carried on all Winter if fish are available.

Boneless Smoked Herring

Orders for boneless smoked herring are deluging producers and dealers at Grand Manan, chief source of production in the Dominion of Canada. An apparently vain endeavor is being made to fill them, as the stocks of herring, small to begin with, are showing signs of becoming seriously depleted, according to a recent report made by Ralph Ingersoll of Seal Cove. Several Grand Manan firms are exporting herring cuttings under permit, to firms in Eastport, the price for the cuttings being \$8.00 a ton delivered. At one time some years ago \$30.00 a ton was paid for the cuttings, but later the price went so low that the scrap was not worth handling.

Sardine Herring

Scarcity of sardine herring, only, slowed up the business of packing sardines on both sides of the international boundary in October. Some days the factories get hardly enough fish to start the plants going and some days they get none at all. In the West Isles region only small herring known as brit were obtainable but these little fish brought excellent prices for the weirmen, ranging around \$20.00 a hoghead. During the middle of the month some of the weirs got from ten to twelve hogheads some days, and one or two got double that quantity, but in many cases very small catches were made.

Pollock Scarce But High

Only small catches of pollock are being made in the 'Quoddy River region, once famous throughout the Atlantic coast fishing ports for its production of slack salted and heavy salted pollock. While it is true that two men in a boat are lucky these days if they catch twenty fish or even less, yet, owing to the high prices prevailing for them, even small numbers furnish a good day's pay. Some of the fish, when salted and dried, bring very high prices to the fishermen, and some have been sold fresh for fifty and seventy-five cents each—the same fish that used to command only ten cents each, or, in event of extreme scarcity, as high as twenty cents, in years gone by. Fishermen from Campobello and Deer Island have been catching pollock chiefly on hand-trawls baited with herring bait, as no squid came to bless their endeavors this Fall.

Spawning Herring

Early in October the run of spawning herring at Southern Head, Grand Manan, practically ceased, after one of the boat seasons on record. 1942 was a banner year for the gill-netters, and more money was made than ever before.

Smoked Herring Board

A cheering report regarding the functioning of the Grand Manan Smoked Herring Board says the Board's sales agent, Scott D. Guptill, states that inquiries from its markets at home and in the West Indies are very active. A very brisk demand is anticipated for all sizes and grades of smoked herring, provided they are available. The price set is the same as prevailed during the latter part of the last season, namely, \$1.40 per 18-lb. box. As soon as the herring starts moving in volume, it is expected that the price of the boned product will level off at a corresponding rate, even though the Board has not the power to control its price and sales.

Boston Landings for October

(Hailing fares. Figure after name indicates number of trips.)

Acme (5)	92,000	Josie II (1)	20,000
Adventure (2)	179,000	Lark (4)	211,000
Adventure II (3)	136,000	Lawrence Scola (4)	96,500
Alden (4)	175,000	Leonardo (5)	67,500
Alice M. Hathaway (1)	83,000	Linta (10)	379,000
Alphonzo (1)	11,000	Maine (3)	279,000
American (2)	99,000	Mao II (3)	34,000
American Eagle (6)	218,000	Marcella (1)	15,000
Angie & Florence (1)	22,000	Maris Stella (3)	251,000
Annie (5)	84,000	Mary & Jennie (4)	55,000
Annie & Josie (5)	94,000	Mary Grace (2)	136,000
Annie II (2)	38,000	Mary W. (3)	144,000
Antonina (5)	213,000	Mayflower (1)	17,000
Bethulia (5)	256,000	Nancy F. (2)	61,000
Bettina (2)	186,000	Natale III (1)	26,000
Billow (4)	353,000	Neptune (3)	246,000
Boston (2)	176,000	New England (1)	17,000
Breaker (2)	225,000	Njorth (1)	11,000
Breeze (2)	233,000	Olympia (4)	163,000
Brookline (3)	299,000	Penguin (1)	47,000
Cambridge (2)	253,000	Philip J. Manta (1)	11,500
Capt. Drum (5)	123,000	Plymouth (3)	309,000
Carlo and Vince (3)	141,000	Princess (5)	53,000
Carmella Maria (2)	16,900	Quincy (2)	137,000
Cl'ace B. Mitchell (3)	55,000	R. Eugene Ashley (2)	121,000
Comber (4)	315,000	Richard J. Nunan (3)	74,000
Cormorant (2)	207,000	Ripple (3)	304,000
Dawn (1)	81,000	Rita B. (4)	262,000
Dorchester (2)	144,000	Robert & Edwin (5)	59,300
Doris G. Eldridge (3)	154,000	Roma (2)	34,000
Eddie and Lulu M. (6)	111,000	Rose & Lucy (3)	185,000
Eva II (3)	21,800	Rose Marie (3)	130,000
Fabia (3)	315,000	Rosie (5)	105,500
Famiglia (2)	53,000	Saint Ann (4)	73,600
Fannie F. Hickey (5)	138,000	St. Joseph (5)	69,400
Frank F. Grinnell (1)	28,000	St. Rosalie (1)	20,000
Frankie and Rose (3)	191,000	San Calogero (6)	171,000
Geraldine & Phyllis (1)	54,000	Santa Maria (7)	343,000
Gert. L. Thebaud (2)	95,000	Sea (4)	356,000
Gertrude Parker (3)	195,000	Sea Ranger (3)	160,000
Golden Eagle (2)	156,000	Sebastiana & Figli (5)	85,000
Gossoon (3)	155,000	Sebastiana C. (2)	74,000
J. B. Jr. (1)	23,000	Skiligolee (1)	60,000
J. B. Jr. II (5)	162,000	Spray (3)	326,000
Jennie & Julia (5)	275,000	Thomas Whalen (3)	358,000
Joe D'Ambrosio (3)	26,300	Two Pals (2)	28,000
Josephine & Mary (3)	123,000	Vandal (2)	175,000
Josie M. (5)	148,000	Winthrop (1)	69,000

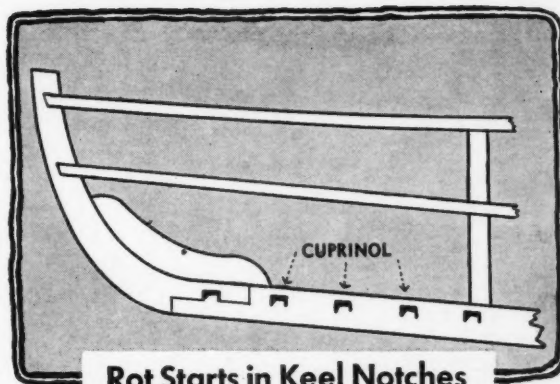
New Bedford and Cape Men On Fisheries Commission

WALTER R. SMITH, president and treasurer of the Sea View Fish Company, Inc., New Bedford, Mass., and Bernard C. Collins of Eastham, have been named members of the Advisory Committee of the Atlantic States Marine Fisheries Commission.

The first of the recommendations given the committee calls for developing, through cooperative State action, a system of State catch statistics.

Conn. Boat Nets An Airplane

WHILE Capt. Manuel Maderia, in his fishing boat *Charlotte*, of Stonington, Conn., was off Fishers Island, his trawl caught onto a heavy object. Pulling it to the surface, he discovered it to be an airplane, a Stinson cabin cruiser. Investigation disclosed that the air craft had made a forced landing in the water, and that its occupants had been saved. The plane was raised from the water and lashed to the *Charlotte*, and brought into Stonington.

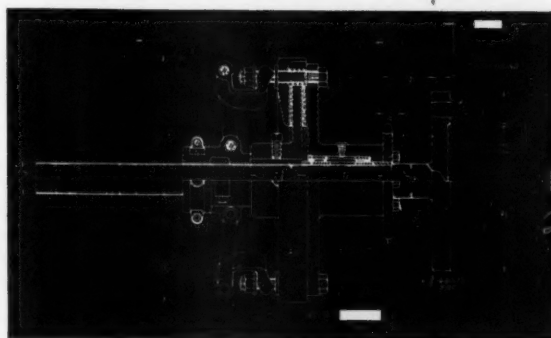


... and rot loosens the frames. But Cuprinol applied to notches and the frame ends will permanently prevent the rot that bilge water encourages. Treat the notches with Cuprinol while the keel is on its side, and the frame end after the bevel is cut—there will be no rot or loosened frames within the notches.

If your supplier does not have Cuprinol available it is because the Federal Government has now placed it on priorities of A-10 and above.

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For Wood

CUPRINOL, Inc., 12 Spring Lane, Boston, Mass.



Clutch for Auxiliary Engines

This Clutch is readily adapted to large diameter stub shafts for driving auxiliary equipment.

The Clutch is the same reliable Kinney Interchange Clutch endorsed by the fishing industry for years.

Bulletin K-7 shows other Kinney Clutches. State your requirements completely and engineering recommendations will be furnished.

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SAVE YOUR METAL WATER TANKS FROM RUST

No More Rusty Drinking Water

Now at last you can get pure clear drinking water even from rusted tanks.

Aqua-Clear—a marvelous new tasteless, colorless liquid—first removes loose rust from your tank; then forms a thin non-permanent film which stops further rust and keeps water from coming in contact with metal surface of the tank. Water comes out as clear as it goes in.

Aqua-Clear is used in minute quantities—only one pint to every 1600 gallons of water after first clean-out. **FREE FOLDER**—write for it today. Or, better yet, order a trial gallon of Aqua-Clear and begin now to have clear drinking water on your boat. One gallon—enough to treat 12,800 gallons of water after the first clean-out—\$6. (Treatment costs less than one-twentieth of a cent per gallon of water used.) Your money refunded in full, without question, if Aqua-Clear does not do *everything* you expect.

SUDBURY LABORATORY

Box 265 South Sudbury, Mass.

Distributors—Write for Information

AQUA-CLEAR



STOPS RUST in Metal Water Tanks

Vineyard Fishing Lively

By J. C. Allen

AN old queer fellow who used to live in these latitudes, used to say that whatever humanity lost in one way was always compensated for by something else, which he credited to Divine Providence. This old timer had one short leg which made him limp, and it was common for strangers to observe that he had suffered misfortune enough without any compensation. Whereupon the old cuss would yell: "Just what I'm telling you; I have got one short leg but it's balanced by the other which is a damned sight longer!"

This may be darned queer philosophy, but taking a squint around at things local, be blowed if there isn't plenty to smile over. Every last, damned man, woman and kid is feeling the effects of the war more or less. And yet the fishing fleet, which is our first consideration today, is enjoying a spell of prosperity the like of which has not been known in years. Even the elements seem to favor their activities, and while we have had a couple of easterlies that breezed up and acted as if they would blow us all to hell and gone out of water, they flattened out before they really started and didn't do much harm to anyone.

October has been a darned lively month in all soundings from four to forty fathoms, hereabouts, and there is still plenty to occupy the ambitious man in long or short sea-boots. As another old-timer once said: "Yuh ought to do like Old Man Cleveland; when you can't do nothin' do somethin' else!" The frame-up of natural forces has operated just like that and no one has been obliged to lay off unless he wanted to catch up on sleep and did it voluntarily.

Pugs, Haddock, Cod, Flukes

Dragging has held up seven days a week in all soundings, with plenty of pugs, running mostly to large mixed, and more haddock than usual. Cod was not over-plentiful until very late in the month when they struck in on the ledges, and there the gang found 'em with their hand-lines and an occasional tub of line-trawl. Flukes held on later than usual, and with the month actually gone to looward, they are still running in bold water, each one worth its area in greenbacks, by Judas! No cussed fish is really worth that much, but it makes a man feel good inside to see 'em sell that way.

Traps Fishing Late

The traps were still fishing the last of the month, which is a late session for our local gang. But the water was alive with fish, and some of 'em trap every tide. Bonito, squiteague, mackerel, the kind of fish that can stand a little drop in the temperature, and striped bass, while they don't trap, have been, and still are, running fins-out, with some of the local lads leaving other business to take ten to twenty a night with a rod and reel, by Godfrey! We never thought that we would live to see the day that a man could make a living with such gear, but with four-pound bass worth a buck apiece, it doesn't take many to bring a ten-dollar bill.

Scalloping Falling Off

Attention turns to bay scallops at this season of the year and the Oak Bluffs beds were the first opened. Only about half as many commercial licenses were taken out, as a year ago, and less than one-third as many as two years ago, which shows the trend of the times. The gang is busy with other things, and besides, which is quite as much to the point, there is no fortune in bay scallops any more; although the set is very fair in all the Vineyard towns. We have seen, not too many years ago, a man go out in his catboat and work a fair day; just fair, as to length. And when he had shucked his catch it brought him thirty-five dollars, clear. This was not in the days of unlimited fishing either; there was a darned small limit set even then, but our best bay scallops brought eleven dollars a gallon. Today, the best of them will bring no more than five, as a rule.

Tautaug Schools

Tautaug schooled in among the rocks this month just as they used to do forty years ago. If we should get a snow flurry, the chances are that the chilled fish will line the beaches

Gloucester Landings for October

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (29)	205,500	Little Joe (9)	134,000
Alden (4)	252,000	Louisa (5)	59,000
Alert (1)	25,000	Malolo (3)	230,000
Aliburton (6)	15,100	Marcella (1)	60,000
Alicia (5)	148,000	Margie & Roy (27)	120,900
America (3)	213,000	Marie & Winifred (2)	112,000
American Eagle (2)	47,500	Marietta & Mary (2)	120,000
Angie & Florence (3)	63,000	Mary (7)	132,000
Anna C. (28)	286,800	Mary A. (2)	138,000
Anna Guarino (6)	61,000	Mary & Julia (3)	295,000
Annie II (1)	10,000	Mary F. Curtis (3)	320,000
Antonina (8)	234,500	Mary M. (5)	164,000
Austin W. (2)	95,000	Mary R. Mullins (2)	188,000
Balilla (3)	140,000	Mary W. (6)	286,000
Barbara C. (1)	20,000	Mayflower (1)	17,000
Beatrice & Rose (5)	177,500	Mildred Silva (2)	180,000
Bethulia (4)	71,000	Muriel & Russell (1)	16,000
Bonaventure (2)	240,000	Nancy F. (2)	54,000
Capt. Drum (5)	147,000	Naomi Bruce (29)	227,500
Carlo & Vince (5)	193,000	Naomi Bruce II (27)	253,500
Caroline & Mary (2)	171,000	Naomi Bruce III (29)	266,300
Caspian (2)	129,000	Natale B. (4)	63,000
Catherine (28)	163,200	Natale III (11)	25,000
Cayadetta (8)	169,000	Newcastle (3)	132,000
Cecil W. (2)	90,000	Njorth (3)	115,000
Corinthian (2)	185,000	North Sea (3)	65,000
Dorothy & Ethel (18)	51,700	Nyoda (3)	120,000
Donald & Johnnie (4)	133,000	Old Glory (3)	190,000
Doris F. Amoro (3)	258,000	Olivia Brown (2)	180,000
Edna Fae (27)	262,900	Paolina (4)	167,000
Eleanor (5)	300,000	Posidon (2)	50,000
Elizabeth A. (5)	101,000	Phyllis A. (27)	228,000
Eliza C. Riggs (19)	110,600	Polly T. (25)	72,900
Emma Marie (5)	190,000	Princess (1)	12,000
Enterprise (28)	145,000	Richard J. (25)	139,500
Ethel B. Penny (2)	22,000	Richard J. II (27)	135,700
Ethel S. Huff (7)	96,000	Richard J. Nunan (2)	80,000
Evalina M. Goulart (4)	265,000	Rose & Gracie (1)	70,000
Eva Martin (7)	80,000	Rose & Lucy (4)	130,000
Evelyn G. Sears (3)	162,000	Rose Marie (8)	270,000
Falcon (3)	118,000	Rosie & Grace (2)	107,000
Familia (2)	85,000	Rosie C. (5)	34,500
Fannie F. Hickey (2)	38,000	Salvatore (3)	215,000
Fiori & Marino (1)	24,000	Salvatore & Rosalie (1)	85,000
Frank F. Grinnell (6)	249,000	Santa Marie (2)	21,000
Frankie & Rose (4)	192,000	Santa Rita (2)	28,000
Gertrude DeCosta (6)	313,500	Santina D. (2)	145,000
Golden Eagle (1)	16,000	Satan's Wife (2)	80,000
Gov. Al Smith (1)	85,000	Sea Hawk (2)	165,000
Grace F. (3)	190,000	Sebastiana & Figli (1)	12,000
Helen M. (2)	160,000	Sebastiana C. (1)	25,000
Inca (2)	40,000	Seraphina N. (4)	158,000
Jackie B. (30)	341,000	Seraphina II (4)	77,000
Jackson & Arthur (4)	59,000	Shamrock (1)	105,000
J. B. Jr. (2)	27,000	Spare Time (16)	82,700
Jennie & Julia (2)	35,000	Susie O. Carver (7)	115,500
Joe D'Ambrosio (3)	31,000	St. Ann (2)	115,000
Joffre (3)	300,000	St. Joseph II (16)	133,300
Jorgina Silveira (3)	125,000	St. Peter (4)	194,000
Josephine & Margaret (3)	161,500	St. Providenza (4)	27,500
Josie II (2)	28,000	St. Rosalie (1)	50,000
Lady of Good Voyage (1)	40,000	Theresa & Dan (2)	70,000
Lark (13)	398,000	Three Sisters (5)	194,000
Lawrence Scola (2)	28,000	Two Pals (5)	51,000
Leonardo (3)	31,000	Uncle Guy (2)	65,000
Leonora C. (2)	155,000	Vince (23)	135,000
Linta (3)	203,500		

just as they used to do. Anyone after these fish, who tried it, did well enough with a pair of lines, but of course, hand-lining is not progressive today and very few men do any of it for a livelihood. Which is rather a shame, sizing things up full and by, because the same powers that be that sent the tautaug schools in this year, likewise sent any gawds amount of the bait that they take best.

So things go, as we started out to say, and the lobsters hanging late on the ledges, the eel-potting coming along well and plenty of the Summer fishing hanging on into the Fall, compensate all hands for things that have come up and are still hanging, in the shape of misfortune. It is too bad that wars have to occur. It is a piece of wickedness that legalized killing of men by other men should ever have come to pass, and especially so in the midst of a civilization such as the one that most of us like to brag about.

Yet it sometimes makes us wonder, as we watch and listen to other men and get a slant on their views of things, whether indeed, a shock like this might not have been the only way that the Lord could have caused a lot of us to consider the appearance of the other side of the ledger.

We are no gospel-shark, nor sky-pilot. If we want to cuss, we do it and claim a degree of expertness at it. We have had our eyes blacked in many a longshore flurry and we have blacked the eye of the other fellow occasionally. But down deep under our hide which bears the scars of gurry-sores and dogfish spikes, we know darned well that the old-timer of our youth had something when he talked about Divine compensation.

THE FINISH FOR FISHING!

Set a course straight for the nearest Pettit dealer for paints and varnishes that can "take it". You'll find fourscore years of specialized marine paint experience—and an end to your paint worries—in every can of



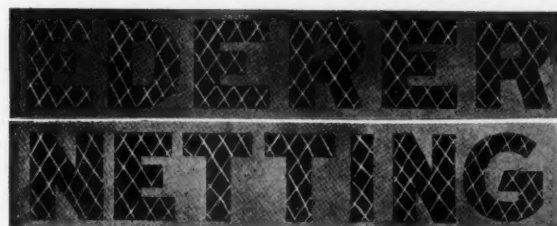
"SHIPENEC" TOPSIDE AND DECK PAINT

JERSEY CITY YACHT COPPER PAINT
OLD SALEM YACHT WHITE
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PETTIT PAINT CO., INC.,
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Virginia's Magruder Oyster Area Abandoned

AN estimated 1,100 acres of oyster grounds on the west side of the York River in the neighborhood of Queen's Creek, will be abandoned for the duration of the war as far as marketing of oysters is concerned.

Cause of this action is the government's location of the Seabees' camp at Magruder and adjacent area, where some 26,000 men will be trained for work in the Navy.

About a dozen oyster-ground owners will be affected. Largest of these is the Chesapeake Corporation, of West Point, which owns 800 of the 1,100 acres involved.

The twenty acres of Chesapeake's grounds devoted to the development of hand-cultivated oysters, however, is being removed from the York River to the Rappahannock River, about five miles above Urbanna, it was stated by Graham Evans, manager of the oyster department of the corporation. These oysters are known as sea-racs. They are grown in wire baskets at a certain level, at which the changing tides allow for "suntan" and at the same time keep them off the bottom of the river bed.

The racks and equipment on the sea-rac farm will be left at Queen's Creek, but the 10,000 wire baskets containing about a bushel of oysters each, will be transferred to the Rappahannock by the Navy Department, Mr. Evans stated. Marketing of these oysters will not be interrupted by this operation, he said.

The other oyster ground owners involved will be compensated by the government, it is understood.

Between three and four thousand acres of the York's bottom are devoted to oyster growing, it is estimated, and, other than the 1,100 acres around Magruder, will continue in business as before.

Morner Announces Victory Suit

COUNT H. G. Morner, who has pioneered in the development of life saving suits, has now produced another, named "VICTORY".

Featuring the advantages of maximum speed and simplicity of operation, in a lighter-weight, low-priced model, this Victory life saving suit is already being manufactured in large volume by U. S. Rubber Company. The Victory suit has been officially approved by the Bureau of Marine Inspection & Navigation (U. S. Coast Guard), and a large order has been placed by the U. S. Maritime Commission.

The Victory suit performs a double duty. It serves as a flexible, weatherproof work-suit, as well as a buoyant, body-heated life-saving suit.

The drawstring-closure has a unique, fool-proof slide-clamp which Morner invented, insuring snug fit at the neck, regardless of the individual's size. The nubby-surface palms of the attached rubber-gloves provide a firm, non-slip grip. "Welded" into the sleeves (which serve as paddles), these gloves are particularly welcome to fishermen, whose wrists (especially in winter) become badly inflamed and sore from continual chafing of their woolen wristlets, aggravated by salt water seeping under their oilskins into the raw skin.

In even sub-freezing temperatures, normal blood-circulation and body-warmth co-operate in keeping within the suit a "natural air blanket of body-heat". In icy water, the wearer can keep his hands comfortably warm by drawing them back into the spacious sleeves, at intervals. The attached boots are weighted so that the wearer automatically maintains an upright position in the water, even if unconscious. He can swim or paddle easily in any direction desired, with head and shoulders well above the water.

Having adjustable straps at wrists and ankles, the one-size Victory Life Saving Suit accommodates short and tall people, thin or stout, equally well. It can be put on in less than half a minute.

When protected with Victory Suits, seamen can scatter immediately after a submarine attack, deliberately "making themselves scarce," until the sub has disappeared, thus minimizing the machine-gun hazard.

H. K. Shaw, 1137 Statler Office Building, Boston, Mass., is the New England Agent.

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ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

Council Promotion Work

SUPERVISOR ED IRWIN, of the Fishery Council, has designed two new pieces of publicity. One is a silk screened license plate which can be used either in front of the car or over the regular license plate in the rear. It is believed that the fishing industry is the first to take advantage of this way of bringing a product to the attention of the public. The plate carries the admonition "Keep Right" with an arrow pointing to "Eat Fish!"

The other production is an illustrated poster in colors, to be used on trucks, in retail markets, chain stores and restaurants. It suggests "Discover new ways of serving fish" and offers the free fish cook book which may be obtained from the Fishery Council. This theme was prompted by the belief that the average housewife is more interested than ever in new ways of preparing fish.

The Council has been offering the cook book in newspapers and magazines, on the radio, in public libraries, Civilian Defense consumers information centers and numerous other organizations. Two hundred thousand books have been distributed.

Merchandising

Prentice-Hall, Inc., national clearing house for ideas that lead to better business, in a recent report, lauded the Council's retail department work which teaches retail dealers up-to-date selling methods, tested advertising and promotion ideas, and a thorough understanding of their merchandise.

According to Council plans for co-operation with the State Conservation Department program on fish education, a direct report on market supplies will be phoned to Albany every morning. The State War Council will shoot the information right out to its agents all over the State to help them in their nutritional guidance work.

New York newspapers use much Council material. The New York Times recently ran a two column story under the head "Time Now Held Propitious for Fish Dinner", with picture of fish on a plate, ready to eat, looking appetizing and delicious.

It's a tough worm
says this bird.

*"It twists and it bends while I pull and I shake
And give it the works—but still it won't break."*

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SEAMLESS FLEXIBLE METAL HOSE
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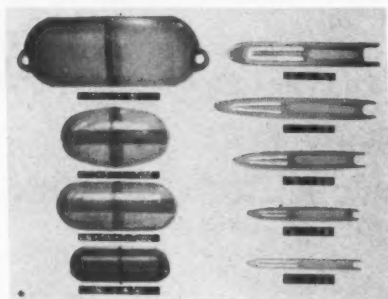
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McClain Opens Fresh and Frozen Fish Department

WILLIAM M. McCLAIN, of 231 South Front St. and 230 South Water St., Philadelphia, announces the opening of a fresh and frozen fish department, with complete, modern facilities, in addition to his shell-fish business. He is now in a position to handle all seafoods on a consignment or purchase basis, all goods being stored under his own roof. Ample space is available for every operation connected with the efficient handling of fish and shell-fish. Easy access to all five floors in his building is provided by elevator service. For his oyster shucking department, several carloads of oysters can be stored in the building at one time. Recognized as one of the leading seafood distributors in Philadelphia, Mr. McClain is now prepared to render a more complete and better service than ever.

Marine Water Heaters

THE Preferred Utilities Company, 33 West 60th St., New York City, have just issued a new bulletin, No. 450, which describes their hot water heating system for small boats. The title of the bulletin is "Preferred Heavy Duty Water Heaters for Marine and Commercial Hot Water Service". Illustrated is a typical one-pipe installation for small vessels. Several different models and arrangements are shown, together with the descriptions and specifications.

Food Plant Cleaning

THE Magnus Chemical Co., Inc., manufacturers of food plant cleaning materials, industrial soaps and allied products, has just issued a new 42-page, illustrated handbook for food processing plants. It is entitled the "Food Plant Cleaning Handbook". The handbook discusses in detail the cleaning problems connected with practically all the divisions of the food producing and packing industry. It also contains special sections on Hand Cleaning in food plants and Eliminating Sludge in fuel oil tanks.

The Food Plant Cleaning Handbook is well illustrated with photos of actual cleaning operations. Copies can be obtained by writing to the Magnus Chemical Company, Inc., Dept. F, Garwood, N. J.

Care of Caterpillar Equipment

"KEEP 'EM WORKING" is the title of a new book published by Caterpillar Tractor Co. of Peoria, Illinois, to aid owners of Caterpillar products in getting the most out of their power equipment.

Supplementing Operator's Instruction Books, "Keep 'Em Working" gives the reasons behind the maintenance and operation instructions, goes into greater detail on the care of certain critical parts and gives general information that is not conveniently available elsewhere.

Owners of Caterpillar equipment interested in receiving a free copy of this book should request Form No. 7609.

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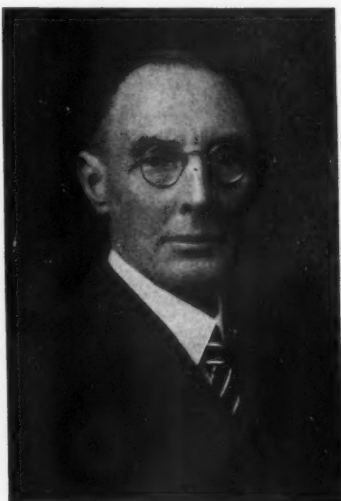
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The late Alfred C. Clarke, of the Columbian Rope Company.

Alfred C. Clarke

IT was with extreme sorrow that the Columbian Rope organization received word on September 14 of the passing away of Alfred C. Clarke. He died in a hospital at Newton, Massachusetts, after an illness of only four or five days.

With considerable experience in the cordage business, Mr. Clarke came to Columbian in 1910 and assumed management of the New England branch at Boston. During his many years in this position, he most ably represented the Columbian Rope Company in that territory and endeared himself to a host of friends.

In March, 1930, due to the condition of his health, Mr. Clarke relinquished active direction of the Boston branch but continued in active contact with his friends and customers until a few weeks before his death.

Voluntarily Surrender Equipment

WORD comes from the Michigan Wheel Company that at the request of the U. S. Government, six of their propeller reconditioning service stations have voluntarily surrendered all or part of their Michigan Machined-Pitch propeller reconditioning equipment for service overseas. This includes all of the equipment of Everett Motor Co., Tulsa, Oklahoma, and Boat Sales, Inc., of Cleveland; the larger range sizes of J. A. Lickendorf Co., Toledo, Ohio, and part of the equipment possessed by W. L. Masters & Son, Chicago, A-C-E Boat and Propeller Service of Brewerton, New York, and S. V. B. Miller of Seattle.

These concerns deserve credit for their patriotic contribution since, obviously, the demand for propeller reconditioning has grown tremendously during the period in which priorities have been required for new propellers. At the Michigan Wheel Factory a continuous school in propeller reconditioning is being conducted for the amphibian command.

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For Fishermen



They give long, dependable service

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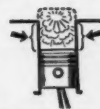
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**WORKS BEST
UNDER FIRE!**

Lubricates the Fire Zone
in Cylinders—Keeps Rings
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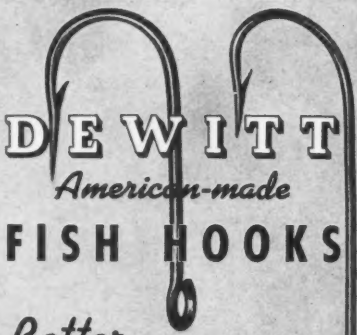
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